



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**

Order # 6100  
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, June 14, 2019, at 10:00 AM, in Room 416 (Hearing Room 4), City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102, to consider the following proposals:

**Wentworth Place at Washington Street – STOP Signs**

**1. ESTABLISH – STOP SIGN**

Wentworth Place, southbound, at Washington Street, stopping the stem of this "T" intersection (Supervisor District 3) Alvin Lam, [Alvin.Lam@sfmta.com](mailto:Alvin.Lam@sfmta.com)

SFMTA recommends stopping the stem of this "T" intersection to better clarify the right of way.

**Golden Gate Avenue and Hyde Street – No Turn on Red**

**2. ESTABLISH – NO TURN ON RED**

Golden Gate Avenue, eastbound, at Hyde Street  
Hyde Street, southbound, at Golden Gate Avenue  
(Supervisor District 6) James Shahamiri, [james.shahamiri@sfmta.com](mailto:james.shahamiri@sfmta.com)

Proposal to establish No Turn on Red for both approaches at Golden Gate Avenue and Hyde Street. This proposal is to support a pedestrian scramble at this intersection.

**4600 block of 17<sup>th</sup> Street – Residential Permit Parking Extension**

**3. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA J**

**ESTABLISH – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY,  
EXCEPT VEHICLES WITH AREA J PERMITS**

17<sup>th</sup> Street, both sides, between Clayton Street and Belvedere Street  
(Supervisor District 7) Gerry Porras, [gerry.porras@sfmta.com](mailto:gerry.porras@sfmta.com)

Extension of Area J will allow the residents of 17<sup>th</sup> Street to park within Area J.

**Bush Street and Kearny Street – No Turn on Red**

**4. ESTABLISH – NO TURN ON RED**

Bush Street, eastbound, at Kearny Street  
Kearny Street, northbound, at Bush Street  
(Supervisor District 3) Corbin Skerit, [corbin.skerit@sfmta.com](mailto:corbin.skerit@sfmta.com)

SFMTA recommends NO TURN ON RED to accommodate a non-diagonal pedestrian scramble to enhance pedestrian safety.



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**Iowa Street, between 23<sup>rd</sup> Street and 25<sup>th</sup> Street – Perpendicular Parking & Parking Meters**

**5(a). ESTABLISH – PERPENDICULAR PARKING**

Iowa Street, east side, from 23<sup>rd</sup> Street to 25<sup>th</sup> Street

**5(b). ESTABLISH – PARKING METERS, 1-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Iowa Street, east side, from 55 feet to 81 feet northerly of 25<sup>th</sup> Street

**5(c). ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME**

Iowa Street, west side, from 23<sup>rd</sup> Street to 25<sup>th</sup> Street

(Supervisor District 10) Kenya Wheeler, kenya.wheeler@sfmta.com

SFMTA recommends a reconfiguration to perpendicular parking along Iowa Street to provide safe access to parking meters and increase parking supply.

**Various Locations in the Dogpatch Neighborhood – 55 Dogpatch Re-Route**

**6(a). ESTABLISH – NO PARKING ANYTIME**

**A.** Connecticut Street, east side, from 20<sup>th</sup> Street to 16 feet northerly (removes 2 perpendicular parking spaces)

**B.** Connecticut Street, west side, from 12 feet to 30 feet north of 20<sup>th</sup> Street (removes 1 parking space)

**C.** 20<sup>th</sup> Street, south side, from Connecticut Street to 20 feet easterly (removes 1 parking space)

**D.** 22<sup>nd</sup> Street, north side, from 12 feet to 32 feet west of Tennessee Street (extends existing red zone at hydrant by 20 feet, removes 1 parking space)

**E.** Pennsylvania Avenue, east side, from 15 feet to 31 feet south of 20<sup>th</sup> Street (removes 2 perpendicular parking spaces)

**F.** Pennsylvania Avenue, east side, from 22<sup>nd</sup> Street to 25 feet northerly (removes 3 perpendicular parking spaces)

**G.** Tennessee Street, west side, from 9 feet to 29 feet south of 20<sup>th</sup> Street (removes 1 parking space)

**6(b). ESTABLISH – BUS FLAG STOP**

20<sup>th</sup> Street, south side, at Pennsylvania Avenue

Pennsylvania Avenue, east side, at 20<sup>th</sup> Street

**6(c). ESTABLISH – BUS ZONE**

20<sup>th</sup> Street, south side, from Missouri Street to 100 feet westerly (for a 100-foot long bus zone, removes 4 parking spaces)

20<sup>th</sup> Street, north side, from Missouri Street to 100 feet easterly (for a 100-foot long bus zone, shifts 2 carshare spaces and removes 4 parking spaces)



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**6(d). ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES**

20<sup>th</sup> Street, north side, from Texas Street to 40 feet westerly (relocated from 20<sup>th</sup> Street at Missouri Street)

**6(e). ESTABLISH – PERPENDICULAR PARKING**

Missouri Street, east side, from 19<sup>th</sup> Street to 126 feet southerly (increases parking by 3 spaces for a total of 4 spaces)

**6(f). RESCIND – BUS ZONE**

**A.** 17<sup>th</sup> Street, north side, from De Haro Street to 80 feet westerly (restores 4 unmetered parking spaces)

**B.** 18<sup>th</sup> Street, north side, from Connecticut Street to 75 feet easterly (restores 3 unmetered parking spaces and a corner red zone)

**C.** 18<sup>th</sup> Street, north side, from Texas Street to 75 feet easterly (restores 2 unmetered parking spaces, a corner red zone, and one existing driveway)

**D.** 18<sup>th</sup> Street, south side, from Texas Street to 75 feet easterly (restores 4 unmetered parking spaces)

**E.** 18<sup>th</sup> Street, north side, from Pennsylvania Street to 75 feet easterly (no parking spaces restored since no sidewalk on the north side)

**F.** 18<sup>th</sup> Street, south side, from Pennsylvania Street to 75 feet easterly (restores 4 unmetered parking spaces)

**G.** 18<sup>th</sup> Street, south side, from Minnesota Street to 75 feet westerly (no parking on bridge)

**H.** 18<sup>th</sup> Street, south side, from 3<sup>rd</sup> Street to 75 feet westerly (restores 3 unmetered parking spaces and a corner red zone for existing fire hydrant)

(Supervisor District 10) Ken Kwong, kenneth.kwong@sfmta.com

The 55 Dogpatch will be a re-route of the existing 55-line and is being designed to maintain and enhance transit connections to Potrero Hill and the Dogpatch.

Categorically exempt from Environmental Review:  
CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

  
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Andrea Contreras, SFMTA      5/31/2019  
Date



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The following items have been environmentally cleared by the Planning Department on May 9, 2019, Case 2007.1238E:

**25<sup>th</sup> Avenue to Park Presidio Boulevard, Fulton Street to Lake Street – Central Richmond Traffic Safety Project**

**7(a). ESTABLISH – SPEED HUMPS**

- A. 16<sup>th</sup> Avenue, between Fulton Street and Cabrillo Street (2 Speed Humps)
- B. 17<sup>th</sup> Avenue, between Cabrillo Street and Balboa Street (2 Speed Humps)
- C. 18<sup>th</sup> Avenue, between California Street and Lake Street (2 Speed Humps)
- D. 18<sup>th</sup> Avenue, between Clement Street and California Street (2 Speed Humps)
- E. 18<sup>th</sup> Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- F. 18<sup>th</sup> Avenue, between Anza Street and Geary Boulevard (2 Speed Humps)
- G. 19<sup>th</sup> Avenue, between California Street and Lake Street (2 Speed Humps)
- H. 19<sup>th</sup> Avenue, between Clement Street and California Street (2 Speed Humps)
- I. 19<sup>th</sup> Avenue, between Anza Street and Geary Boulevard (2 Speed Humps)
- J. 23<sup>rd</sup> Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- K. 24<sup>th</sup> Avenue, between California Street and Lake Street (2 Speed Humps)
- L. 24<sup>th</sup> Avenue, between Geary Boulevard and Clement Street (2 Speed Humps)
- M. Cabrillo Street, between 17<sup>th</sup> Avenue and 18<sup>th</sup> Avenue (1 Speed Hump)

**7(b). RESCIND – SPEED HUMP**

17<sup>th</sup> Avenue, between Cabrillo Street and Balboa Street (remove 1 speed hump for purpose of installing standard 2 speed hump layout)

**7(c). ESTABLISH – RED ZONES**

- A. Clement Street, south side, from 19<sup>th</sup> Avenue to 15 feet westerly (removes metered space 1801)
- B. Clement Street, north side, from 21<sup>st</sup> Avenue to 10 feet easterly (removes metered space 1944)
- C. Clement Street, south side, from 21<sup>st</sup> Avenue to 15 feet westerly (removes metered space 2001)
- D. 23<sup>rd</sup> Avenue, west side, from Clement Street to 10 feet northerly (removes metered space 297)
- E. Clement Street, north side, from 23<sup>rd</sup> Avenue to 10 feet easterly (removes metered space 2144)
- F. Clement Street, south side, from 23<sup>rd</sup> Avenue to 10 feet westerly (removes metered space 2201)

(Supervisor District 1) Jeff Banks, [jeffrey.banks@sfmta.com](mailto:jeffrey.banks@sfmta.com)

The Central Richmond Traffic Safety Project is proposing a number of changes to improve safety conditions for people walking, biking, or being dropped off at schools in the Central Richmond neighborhood. Designs proposed by the SFMTA focus on streets with a history of high injury collisions, and where children, seniors, and people with disabilities are present.



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The following items have been environmentally cleared by the Planning Department on June 12, 2017, Case 2015-007917ENV:

**O'Farrell Street and Anzavista Avenue – Sidewalk Widening**

- 8. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME  
ESTABLISH – SIDEWALK WIDENING**

O'Farrell Street, north side, from 28 feet west of Anzavista Avenue to 94 feet easterly (sidewalk widening for 7 foot wide bulb, removes 3 parking spaces) (Supervisor District 2) Westley Myles, westley.myles@sfmta.com

The proposed project involves widening the existing sidewalk by establishing a bulb-out along O'Farrell Street fronting Anzavista Avenue. The bulb-out is proposed for pedestrian safety.

The following items have been environmentally cleared by the Planning Department on October 19, 2015, Case 2015-005492ENV:

**Thornton Avenue at San Bruno Avenue – Bike Share Station**

- 9. ESTABLISH – NO STOPPING EXCEPT BICYCLES  
ESTABLISH – BIKE SHARE STATION**

Thornton Avenue, south side, from 11 feet to 50 feet east of San Bruno Avenue (38-foot bike share station)  
(Supervisor District 9) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the perpendicular parking lane on the south side of Thornton Avenue, adjacent to Silver Produce.

**Natoma Street at New Montgomery Street – Bike Share Station**

- 10. ESTABLISH – NO STOPPING EXCEPT BICYCLES  
ESTABLISH – BIKE SHARE STATION**

Natoma Street, south side, from 30 feet to 89 feet west of New Montgomery Street (59-foot bike share station with red zones on either end)  
(Supervisor District 6) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the south side of Natoma Street, adjacent to the Academy of Art University building at 180 New Montgomery St.

**Jerrold Avenue at 3<sup>rd</sup> Street – Bike Share Station**

- 11. ESTABLISH – NO STOPPING EXCEPT BICYCLES  
ESTABLISH – BIKE SHARE STATION**

Jerrold Avenue, north side, from 3<sup>rd</sup> Street to 62 feet westerly (53-foot bike share station with red zones on either end)  
(Supervisor District 10) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Ford GoBike bike share station in the parking lane on the north side of Jerrold Avenue, adjacent to the former Taco Bell/KFC.



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♦ **Items denoted with an asterisk (\*) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.**

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

*Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Information about the review process can be found at: [https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf).*

Approved for Public Hearing by:

A handwritten signature in black ink that reads "ROlea".

Ricardo Olea  
City Traffic Engineer  
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement  
James Lee, SFMTA Parking and Enforcement  
Matt Lee, SFMTA Service Planning

RO:TF:ND  
ISSUE DATE: 5/31/19